

July 17, 2009

Mr. Scott Ek
Office of Energy Security and Energy Facility Planning
85 – 7th Place East, Suite 500
St. Paul, MN 55101-2198

Dear Mr. Ek:

This letter is being written in objection to the proposed re-route or use of the alternate route published recently for the CapX2020 project. As I understand, the re-route of the CapX2020 Brooking to Hampton line will bring the 200 foot towers within ½ mile barrier of Sky Harbor Airpark (1MN8) located in Webster, Minnesota. This private/public airport houses over 70 registered aircraft and operates as one of Minnesota's largest airports in terms of aircraft on field.

The proposed alternate route places these towers directly into the published airport traffic pattern of Minnesota's largest residential airpark. As an aviator, I recognize this as both a significant and unacceptable risk to lives by placing these lines in such close proximity to operating aircraft such as; Ultra Lights, Hot Air Balloons, Light Singles, and other low performance aircraft.

Additionally, it should be noted that per both FAA and Minnesota Regulations, any such development within the navigable airspace as presented in Federal Aviation Regulations, 14 CFR Part 77, would and does require federal review and review of the existing state and local airspace regulations. As listed in the FAA Advisory Circular (AC) 150/5190-4A. Model Zoning Ordinance to Limit Height of Objects around Airports, I believe that the proposed alternate re-routing has not addressed these critical safety issues to navigable airspace around 1MN8, Minnesota Sky Harbor Airport.

As a retired commercial airline Captain and an active aerobatic air show performer, safety is my number one concern when operating an aircraft. I have been a pilot for more than 35 years, lived in an airpark setting for more than 25 years and lived specifically at the Sky Harbor Airpark since 1988. The suggested placement of said towers is simply too close to the airpark to maintain safety. Might there be the option of another location farther away from the airport or the option of placing lines below ground?


B-018-001

This federal scoping process is specific to only the Hampton-Rochester-La Crosse 345-kV project. As such, we have forwarded your comments to the project team dealing with the project with which you have raised concerns.

The Draft Environmental Impact Statement will be available on the RUS website at: <http://www.usda.gov/rus/water/ees/eis.htm>. Comments on the Draft Environmental Impact Statement will be solicited after its publication.

It is the purpose of this letter to convey both the danger and hazard to navigation that these towers would impose upon one of one of Minnesota's largest aircraft bases. I do not believe the proposed re-routing to be in the best interest of the citizens of Webster, Minnesota, or Rice County, and add my official objection to this project.

Sincerely,



Julie Clark
Captain, Northwest Airlines (retired)
President and Pilot, American Aerobatics, Inc.

CC: Ms. Stephanie Strength
Environmental Protection Specialist
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